



SAN FRANCISCO BAY AREA
METROPOLITAN TRANSPORTATION COMMISSION

ANNUAL STATE LEGISLATIVE REPORT

FEBRUARY 2002



METROPOLITAN
TRANSPORTATION
COMMISSION

San Francisco Bay Area Metropolitan
Transportation Commission

Annual State Legislative Report:

*MTC Annual Report to the Bay Area
State Legislative Delegation*

February 2002



METROPOLITAN
TRANSPORTATION
COMMISSION

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February 2002

To Our Representatives in Sacramento:

The Metropolitan Transportation Commission is pleased to transmit this report summarizing our 2002 State Legislative Program. Transportation remains a top concern for residents of our growing region, the San Francisco Bay Area. Under your leadership in the Legislature, the Traffic Congestion Relief Program delivered a significant down payment on transportation investments in the year 2000. In March 2002, voters will have an opportunity to ensure a strong continuing state commitment to improving mobility and quality of life for the people of California by voting for passage of Proposition 42.

Along with our recommendations for the coming year, our report also features an update on funding for projects included in MTC's newly adopted 2001 Regional Transportation Plan. The 2001 Plan includes as its centerpiece a new regional transit expansion policy — Resolution 3434 — the successor to MTC's long standing regional rail extensions program, Resolution 1876. This report also includes a description of regional customer service projects and a county-by-county snapshot highlighting projects that received funding under the 2000 Traffic Congestion Relief Program and that are in line for funding through the upcoming 2002 State Transportation Improvement Program.

We appreciate your interest and help in the transportation arena, and look forward to working with you and your staff in the coming months. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

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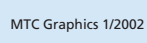
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Executive Summary

MTC's 2002 State Legislative Program

State Budget

- Secure adequate financial safeguards for projects funded from the State Highway Account (SHA). The Governor's proposed FY 2003 State Budget proposes a series of loans that may affect projects in future years (page 1).
- Maintain the commitment to the projects in the five-year, \$6.8 billion (\$1.7 billion to the Bay Area) Traffic Congestion Relief Program (TCRP) (page 1).
- Retain the provisions in AB 1171 (Dutra), the \$5.1 billion toll bridge seismic retrofit agreement secured in the 2001 legislative session (page 1).
- Improve state highway congestion management. Target existing funding through the state budget process for additional highway operational projects such as the roving Freeway Service Patrols (page 1).

Transportation Funding

- Support an appropriate measure to restore majority vote for local transportation taxes – SCA 5 (Torlakson) (page 2).
- Protect local decision making under Senate Bill 45 (1997) that allows for transportation investments to be tailored to Bay Area priorities (page 2).
- Protect \$50 million in annual transit funding by seeking modification of the Board of Equalization ruling on diesel sales tax exemption for farming activities. (page 2)

Project Delivery/Smart Growth

- Support efforts to speed up project delivery (page 3).
- Support measures that strengthen the transportation/land-use connection (page 3).

Transportation Services for Low-Income Persons

- Support efforts to improve transportation options to employment, education and health care (page 3).

The Bay Area's Long-Term Transportation Vision and Programs To Connect Communities

The Bay Area's 2001 Regional Transportation Plan

- On December 19, 2001, the Metropolitan Transportation Commission adopted a new long-range plan, the centerpiece of which is Resolution 3434, the Regional Transit Expansion Program. This program of projects represents the successor to MTC's 1988 regional rail agreement established under Resolution 1876 (page 5).
- Like its landmark predecessor, Resolution 3434 embodies a remarkable consensus in the Bay Area. This consensus will enable effective advocacy in both Sacramento and Washington, D.C., to deliver the next generation of transit expansion projects (pages 7–11).

Proposition 42

- This ballot measure presents an opportunity to establish the first permanent statewide transportation fund source since 1990. (pages 12–13)

Programs to Deliver Services and Connect Communities

- MTC and its partners provide a number of programs targeted at reducing congestion and improving transit coordination. A summary of these operational and community-based programs is included on pages 17–24.

County Projects and Programs

- County maps highlight transportation projects that received funding under the year 2000 TCRP and that are in line for funding in the proposed 2002 State Transportation Improvement Program (STIP) (pages 25–43).

Public Participation and the Bay Area Partnership

- Public participation and working collaboratively are top priorities at MTC. Decision making is shared with the public and the Bay Area Partnership — a coalition of public agencies responsible for transportation and the environment in the Bay region. (pages 14–15, 44–45).

Summary of MTC's 2002 State Legislative Program

■ Issue: Transportation Funding

Objective: Secure adequate safeguards for projects funded from the State Highway Account (SHA)

- The Governor's FY 2002-03 state budget proposes a loan of \$672 million from the Traffic Congestion Relief Program (TCRP) to the General Fund and a \$474 million loan from the SHA to backfill the TCRP. The budget proposal assumes that the General Fund will repay the loans over a three-year period beginning in FY 2003-04. These loans are projected to reduce the cash balance in the SHA to \$88 million, significantly less than the \$400 million traditionally required by Caltrans for cash flow needs. Adequate safeguards are needed to address both the timely repayment of the loans and to address the uncertainty of future cash flow requirements.

Objective: Maintain the commitment to projects in the Traffic Congestion Relief Program

- With the creation of the \$6.8 billion TCRP in the year 2000, the Bay Region received \$1.7 billion of projects funded from the dedication of the sales tax on gasoline to streets and roads, transportation capital improvement projects and transit operations, for the five-year period FY 2000-01 to FY 2005-06. The FY 2001-02 budget maintained the commitments to the projects but a transportation refinancing plan postponed the funding for two years until FY 2002-03 to FY 2007-08.
- MTC requests that the Legislature maintain the commitment to the projects funded from the dedication of gasoline sales tax revenues for the full five-year period as outlined by Assembly Bill 2928, to ensure full delivery of the projects contained in the TCRP.

Objective: Retain the toll bridge seismic retrofit agreement – AB 1171 (Dutra)

- In the last hours of the 2001 legislative session, an agreement was reached on toll bridge seismic safety. This compromise is being reopened in the Governor's FY 2002-03 budget proposal in the form of a loan from the Toll Bridge Seismic Retrofit Account. The form of the advance and the terms for repayment of this loan have yet to be disclosed by Caltrans.

Objective: Address urban congestion by seeking additional funding for incident management through the state budget process

- Over half of urban traffic congestion is attributed to incidents such as accidents and disabled vehicles. Effective incident management requires operational programs on the state highway system. MTC is seeking to ensure that existing Caltrans funds be directed in the state budget process to expand the Freeway Service Patrol roving tow truck program.
 1. The FY 2002-03 state budget includes \$5 million of additional Freeway Service Patrol funds to be allocated outside the current allocation formula. These new funds are proposed to be allocated based on specific criteria related to cost/benefit and congestion relief.

2. In 2001-02, both the Senate and the Assembly Budget committees approved an increase in statewide Freeway Service Patrol funding from \$18 million to \$38 million, only to be “blue penciled” to an increase of only \$1.3 million. This year, we are seeking an increase to \$40 million, to be allocated by existing formula, to provide valuable incident management services on the state’s most congested roadways.

■ Issue: 2003 Transportation Funding

OBJECTIVE: Support majority vote for local transportation taxes

- MTC supports the restoration of a simple majority vote for transportation taxes — including local option sales taxes and the Bay Area regional gas tax. The recent passage of half-cent sales tax measures in both Alameda (Measure B — 80.3 percent) and Santa Clara (Measure A — 70.1 percent) counties is great news for the region, but may be difficult to duplicate in other Bay Area counties. The passage of Proposition 39, which established a 55 percent approval threshold for local school bonds, may provide a model for legislation on local transportation taxes (including MTC’s regional gas tax authority) in the 2002 session.

OBJECTIVE: Protect existing state fund programming policy and oppose project- or program-specific “off-the-top” funding bills

- Under Senate Bill 45 (1997), state and federal funds are subject to discretionary spending decisions by the regions and the state through the State Transportation Improvement Program (STIP) process. As a general rule, but not without exception (see Issue: Smart Growth, page 3), MTC seeks to protect valuable discretionary programming authority under SB 45 by opposing legislation that would divert existing STIP funds for special interest purposes.
- The California Transportation Commission (CTC) has recommended to the Legislature that local decision making be reduced in the STIP process. MTC believes, however, that the reforms contained in SB 45 have largely met the stated goals of achieving funding flexibility that honors both state and local priorities in addressing the needs of California’s multimodal transportation system.

OBJECTIVE: Protect transit capital and operations funding

- As part of the 2001-02 state budget, the Legislature approved a trailer bill exempting farming activities from the state sales tax imposed on diesel fuel. Originally, this was estimated to have a \$6 million impact on the Public Transportation Account, a significant fund source for transit capital and operating funds. In January 2002, however, the Board of Equalization adopted its interpretation of the statute resulting in a significant expansion of the exemption. As a result, the exemption will result in a permanent loss of \$50 million annually in transit capital and operating funds.
- MTC will support legislation that would narrow the conditions in which the tax exemption applies and will take advantage of any administrative vehicles available that would encourage the BOE to modify its ruling.

■ Issue: Project Delivery

OBJECTIVE: Continue to improve the delivery of transportation projects

- Several project delivery improvement assessments were conducted recently by Caltrans in partnership with other agencies as required by Assembly Bill 1012 (Torlakson – 1999). In addition, state voters recently approved Proposition 35 to restore Caltrans' flexibility to contract out for engineering and design services. MTC, in collaboration with other regional agencies, will continue to support legislative solutions that bolster our ability to effectively manage and expedite project delivery, including improvements in financial accountability.
- MTC will continue to seek to reduce the existing 20 percent discount charged to local/state and local/federal fund exchanges. A lower discount rate would create more incentive for creative solutions to improve project delivery across the entire state.

■ Issue: Smart Growth

OBJECTIVE: Support measures that improve the transportation/land-use connection

- MTC supports legislation similar to Senate Bill 10 (Safe Routes to School) to complement its "smart growth" strategy and leverage MTC's \$27 million annual investment in the Transportation for Livable Communities (TLC) program and the Housing Incentive Program (HIP). These efforts will be the first legislative step toward the development of an implementation strategy to encourage local jurisdictions to consider alternative land-use decisions, including the use of state funds for incentives to provide affordable housing and support in-fill development.

■ Issue: Transportation Services for Low-Income Persons

OBJECTIVE: Seek appropriate integration of existing state funding to implement priority transportation projects that support transportation services for low-income persons

- MTC continues to work with county social service agencies, community-based organizations, transit operators, schools and other transit providers in helping low-income persons access employment, education, health care and other services. In association with these various groups, MTC will seek to leverage its newly created funding program — Low-Income Flexible Transportation (LIFT) — that directs flexible federal transportation dollars to transportation initiatives for low-income persons.



2001 Regional Transportation Plan and Transit Expansion Projects

The 2001 Regional Transportation Plan (RTP) was the most significant accomplishment of the last year for MTC, culminating over 12 months of intensive research and development. The thousands of comments MTC received from Bay Area residents during the most extensive public outreach effort in the Commission's history played a critical role in the plan's development. The 25-year master plan specifies how some \$87 billion of anticipated federal, state and local transportation funds will be spent in the nine-county region through 2026. While the vast majority — nearly 80 percent — of this money will be used to maintain and operate the street, highway and transit systems that are already in place, the plan also calls for significant expansion of the Bay Area transportation network.

The RTP provides funding for dozens of congestion relief projects on Bay Area freeways. These include a fourth bore for the Caldecott Tunnel, reconfiguring the Interstate 80/Interstate 680/Route 12 interchange, and a series of projects that will double the size of the Bay Area's current carpool lane system. Freeway corridors that will benefit from the widening projects include:

- U.S. 101 from the Novato Narrows to Windsor
- U.S. 101 from South San Jose to Morgan Hill
- Interstate 680 over the Sunol Grade.

The RTP also includes funds for the construction of new bicycle and pedestrian paths around the Bay Area. The *2001 Regional Bicycle Plan*, which MTC adopted as part of the RTP, identifies a regional bicycle network that will total more than 1,600 miles when completed. Some 400 miles of this total will be part of the Bay Trail, an interconnected network of bicycle and pedestrian trails ringing San Francisco Bay.

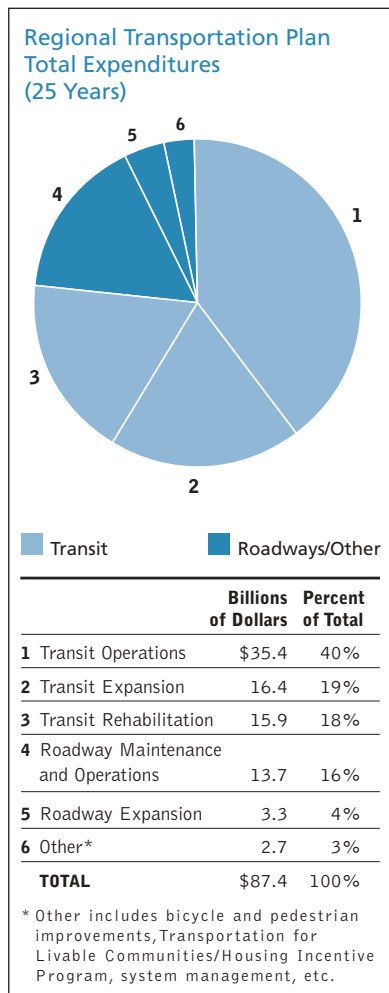


The Plan also addresses the importance of transportation services for low-income persons. A Lifeline Transportation Network incorporated in the Plan will enhance low-income residents' access to the region's transit systems during both peak commute periods and off-peak hours.

The RTP triples funding for the Transportation for Livable Communities (TLC) program and the Housing Incentive Program (HIP) that promote transit- and pedestrian-oriented development. These programs signify the plan's commitment to "smart growth" principles designed to address urban sprawl. Other innovative programs that receive funding through the plan include:

- TransLink® — A universal fare card now being tested on several Bay Area transit systems
- Freeway Service Patrol — The roving fleet of tow trucks that assists motorists in distress
- A two-year pilot program to subsidize bus passes for low-income students throughout the AC Transit service district.

As demonstrated by this pie chart, the 2001 *Regional Transportation Plan* takes a "transit-first" approach to solving traffic congestion and improving mobility. Over the next quarter century, 77 percent of available funding is earmarked for public transit needs — including operating costs such as drivers' salaries and fuel; vehicle and track replacement and system expansion. Slice the pie another way — by expansion vs. preservation of the existing system — and a "fix-it-first" policy becomes evident. The plan devotes nearly 80 percent of available revenues to maintenance and ongoing activities.



The RTP also incorporates the Revised Bay Area 2001 Ozone Attainment Plan, which was approved by the California Air Resources Board in November 2001. The federal Environmental Protection Agency, however, failed to approve the Ozone Attainment Plan before the Jan. 21, 2002 deadline. This put the Bay Area into an air quality "conformity lapse" and prompted the temporary suspension of federal funding for highway and transit projects in the nine-county region.

Although the region's air has been getting steadily cleaner, ozone readings have exceeded the federal standard on a few hot afternoons at two of the region's 24 monitoring stations. The revised plan proposes specific measures to remedy the situation by reducing emissions of both volatile organic compounds and oxides of nitrogen — which react to form smog — by 2006.

The 2001 *Regional Transportation Plan* and related documents can be viewed at <www.mtc.ca.gov>.

Resolution 3434: A New Vision for Transit Expansion

The cornerstone of the *2001 Regional Transportation Plan* is the Regional Transit Expansion Program, adopted on Dec. 19, 2001 as Resolution 3434. This effort follows in the footsteps of its landmark predecessor, Resolution 1876, which unified Bay Area support for the extension and improvement of five key rail lines: the extension of BART to San Francisco International Airport, and to Dublin/Pleasanton and Pittsburg/Bay Point; the Tasman light-rail extension in San Jose; and an extension of the Muni Metro Turnback (F-line) to Fourth and King streets in San Francisco.

Resolution 3434 extends and broadens the vision of Resolution 1876 by identifying nine new rail extensions, significant service expansions to existing rail lines, and a comprehensive regional bus program, plus eight enhancement programs to existing rail and bus corridors. When fully implemented, this next generation of transit expansion projects will:

- Provide 140 new route miles of rail
- Provide 600 new route miles of express bus service
- Achieve a 58 percent average increase in service levels for existing transit corridors
- Serve 38.6 million new riders per year
- Make key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.

The rail and bus expansion projects adopted as part of Resolution 3434 are mapped on pages 8 and 9. Significant state funding has been identified to help deliver several of the projects, including competitive Interregional Transportation Improvement Program (ITIP) funds, which will require the support of our Bay Area legislative delegation (see funding chart on pages 10–11 and county profiles, pages 25 to 43). In addition, certain project shortfalls remain to be filled, adding urgency for new funding sources such as Proposition 42.

Resolution 3434 Regional Transit Expansion Program of Projects: Rail Expansion



Resolution 3434 Regional Transit Expansion Program of Projects: Express/Rapid Bus Routes



Resolution 3434: Regional Transit Expansion Program — Funding Strategy

(Project Cost/Funding in Millions of 2001 Dollars)

Project	Sponsor	Project Cost	COMMITTED FUNDING				
			TCRP	Sales Tax	Resolution 1876	RTIP/STP/CMAQ	Other
BART to Warm Springs ¹	BART	634	111	193	205	25	12
BART: Warm Springs to San Jose ²	VTA	3,710	614	2,262			
Muni Third Street Light-Rail Transit Project: Phase 2 — New Central Subway	SFCTA/Muni	647	140			75	
BART/Oakland Airport Connector ³	BART	232		75		44	37
Caltrain Downtown Extension/Rebuilt Transbay Terminal ⁴	SFCTA	1,885		27		23	1,573
Caltrain Rapid Rail/ Electrification ⁵	JPB	602		345		47	95
Caltrain Express: Phase 1	JPB	127	127				
Downtown to East Valley Light-Rail and Bus Rapid Transit: Phases 1 and 2 ⁶	VTA	518		518			
Capitol Corridor: Phase 1 Expansion ⁷	CCJPA	129	10			3	18
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	151		23		17	
Regional Express Bus: Phase 1	MTC	40	40				
Dumbarton Rail	JPB	129		117			
BART/East Contra Costa Rail Extension ⁸	CCTA/BART	345		59		20	
BART/Tri-Valley Rail Extension ⁹	ACCMA/BART	345		10		16	47
Altamont Commuter Express (ACE): Service Expansion	ACE	121		32			
Caltrain Express: Phase 2	JPB	330		140			
Capitol Corridor: Phase 2 Enhancements ⁷	CCJPA	284	18			18	
Sonoma-Marin Rail ¹⁰	SMART	200	37				28
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur Corridors	AC Transit	90					
TOTAL		\$10,519	\$1,097	\$3,801	\$205	\$288	\$1,810

Notes:

- ¹: 'Other' funding includes \$12 million in BART funds. Resolution 1876 includes \$60 million in RM-1 payback and \$145 million in San Mateo buy-in.
- ²: Assumes swap of \$111 million in TCRP funds from BART to San Jose to the Warm Springs project. Sales tax includes adjustment to 2001 dollars, \$50 million from Measure B commuter rail, and \$118 million in Measure A contingency. Budget assumes \$35 million in TCRP and \$12 million in RABA funds washed to the county for off-budget right-of-way costs.
- ³: 'Other' funding includes \$25 million in Port of Oakland and \$12 million in city of Oakland funds.
- ⁴: 'Other' refers to \$1.2 billion land sales and tax increment financing equivalent to provisions of AB 1419 (split \$1,036 million for the Transbay Terminal (TBT) and \$164 million for the Downtown Extension project), \$311 million in net operating revenues from the TBT, and \$62 million in Bay Area Toll Authority (BATA) bridge toll subsidy. Sales tax is San Mateo Measure B. STP/CMAQ/RTIP funding is San Francisco share.
- ⁵: 'Other' refers to \$20 million in salvage value from sale of diesel engines and \$75 million in Section 5309 funds for the replacement of 30 existing diesel trains with electric train units. Sales tax is \$108 million in San Mateo Measure B and \$237 million in Santa Clara Measure A funds. \$47 million in STP/CMAQ/RTIP funding is San Francisco's share. Final sales tax and STP/CMAQ/RTIP funding will be as provided by the Joint Powers Agreement, as it currently exists or as it may be amended.

⁶: Measure A sales tax adjusted to 2001 dollars

⁷: Capitol Corridor service expansion will result in 16 daily round trips between Oakland and Sacramento/San Jose (includes Alviso second track). Intercity Rail ITIP funds are assumed for Phase 1 track improvements and additional service enhancements in Phase 2.

⁸: The total cost includes funding for a right-of way element of this project with a cost of \$95 million — comprised of \$33 million in sales tax, \$20 million in STP/CMAQ/RTIP, and \$42 million in RM-1 Rail.

⁹: The total cost includes funding for a right-of way element of this project with a cost of \$80 million — comprised of \$10 million in sales tax, \$16 million in STP/CMAQ/RTIP, \$47 million in Livermore Impact Fees, and \$7 million in RM-1 Rail.

¹⁰: 'Other' funds include \$28 million in Proposition 116 funding.

REGIONAL DISCRETIONARY FUNDING						Shortfall	BLUEPRINT FUNDS	
Section 5309 New Starts	RM-1 Rail	ITIP	Section 5309 Bus	AB 1171	CARB/ AB 434		Prop. 42 RTIP	Sales Tax
	8	80				—		
834						—		
432						—		
	31	45				—		
	53	59		150		—		
		65			50	—		
						—		
						—		
		98				—		
			111			—		
						—		
		12				—		✓
	52			115		99	✓	✓
	32			95		145	✓	
		15				74	✓	
						190	✓	✓
		99				149	✓	✓
						135	✓	✓
			27			63	✓	
\$1,266	\$176	\$473	\$138	\$360	\$50	\$855		

Sponsors:

AC Transit Alameda-Contra Costa Transit District
 ACCMA Alameda County Congestion Management Agency
 ACE Altamont Commuter Express (rail service)
 BART Bay Area Rapid Transit District
 CCJPA Capitol Corridor Joint Powers Authority
 CCTA Contra Costa Transportation Authority
 JPB Joint Powers Board (Caltrain)
 MTC Metropolitan Transportation Commission
 SFCTA San Francisco County Transportation Authority
 SMART Sonoma-Marín Area Rail Transit
 VTA Santa Clara Valley Transportation Authority

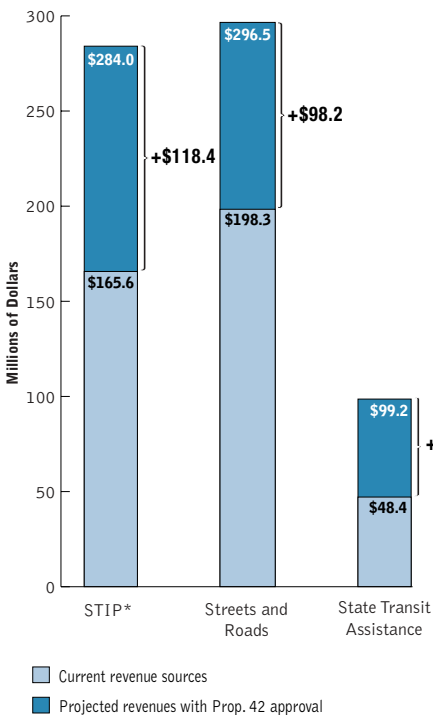
Funding programs:

AB 434 Regional air quality funds (regional)
 AB 1171 Toll bridge seismic surcharge funds (regional)
 CARB California Air Resources Board clean fuel funds (state)
 CMAQ Congestion Mitigation and Air Quality Improvement Program (federal)
 ITIP Interregional Transportation Improvement Program (state)
 Prop. 42 Transportation revenue ballot measure, March 2002 (state)
 RABA Revenue Aligned Budget Authority (federal)
 RM-1 Regional Measure 1 toll bridge funds (regional)
 RTIP Regional Transportation Improvement Program (state)
 Sales Tax New or renewed county sales taxes (local)
 Section 5309 Discretionary transit New Starts and bus funds (federal)
 STP Surface Transportation Program (federal)
 TCRP Traffic Congestion Relief Program (state)

Proposition 42 Would Boost Local Transportation Investment by 60 Percent

On March 5, 2002, voters will be asked to make permanent the dedication of the existing state sales tax on gasoline for transportation purposes. Passage of this measure would boost local transportation investment by 60 percent, providing a steady stream of funding for a vital part of the state's infrastructure. For the Bay Area, the extension would generate an impressive \$5.8 billion in new transportation dollars over the next 25 years — nearly doubling the amount of new investment currently in MTC's long-range plan.

Annual Proposition 42
Revenue Estimates — Bay Area
(millions of 2001\$)



* Includes 75% Regional Transportation Improvement Program share, and funds estimated to be received through competitive Interregional Transportation Improvement Program (ITIP) [25% share] process

This money would be split 40 percent for local street and road maintenance, 40 percent for the State Transportation Improvement Program (STIP) and 20 percent for transit. Each year, the Bay Area would receive:

- More than \$98 million for streets and roads
- More than \$118 million for new STIP projects
- More than \$50 million for local and regional transit operators.

This would be enough to finance street and road maintenance programs throughout the nine-county region, help launch a Lifeline Transportation Network to meet the needs of low-income residents, and protect funding for such critical projects as commuter rail service in Sonoma and Marin counties; upgraded Caltrain, ACE and Capitol Corridor rail service; car-pool lanes along U.S. 101 in the North Bay; a fourth bore for the Caldecott Tunnel; and rebuilding Doyle Drive in San Francisco.

Passage requires just a simple majority vote.

Annual Proposition 42 Revenue Estimates vs. Current Revenue Estimates† For San Francisco Bay Area (FY 2009 through 2025)

(all revenues in 2001 dollars)

Summary	Current Revenue Forecast	Prop. 42 Increment	Percentage Increase
State Transportation Improvement Program*	\$ 165,600,161	\$ 118,359,756	72%
Streets and Roads	198,312,856	98,208,734	50
State Transit Assistance (STA) **	48,417,479	50,766,727	105
Total Annual Prop. 42 to Bay Area	\$ 412,330,496	\$ 267,335,216	65%

Detailed Allocation to Cities and Counties For Streets and Roads	Current Revenue Forecast	Prop. 42 Increment	Percentage Increase
Share for County of Alameda	\$18,104,615	\$ 7,672,713	42%
Total for Cities in Alameda County	22,461,974	11,518,090	51
Share for County of Contra Costa	13,721,565	6,104,483	45
Total for Cities in Contra Costa County	12,708,614	6,545,059	52
Share for County of Marin	4,292,121	2,176,650	51
Total for Cities in Marin County	3,120,395	1,578,850	51
Share for County of Napa	2,363,672	1,558,890	66
Total for Cities in Napa County	1,693,249	831,844	49
Share for County of San Francisco	6,558,667	4,389,322	67
Total for City of San Francisco	13,796,984	7,004,020	51
Share for County of San Mateo	12,611,011	4,928,477	39
Total for Cities in San Mateo County	11,366,075	5,820,513	51
Share for County of Santa Clara	23,001,773	9,799,944	43
Total for Cities in Santa Clara County	27,619,340	14,225,470	52
Share for County of Solano	5,279,356	2,994,631	57
Total for Cities in Solano County	6,428,700	3,273,859	51
Share for County of Sonoma	8,199,249	5,208,475	64
Total for Cities in Sonoma County	4,985,496	2,577,444	52
Total for Cities and Counties	\$198,312,856	\$98,208,734	50%

Details for State Transit Assistance (STA)	Current Revenue Forecast	Prop. 42 Increment	Percentage Increase
AC Transit	\$ 4,586,066	\$4,808,585	105%
BART	8,501,356	8,913,847	105
Caltrain	1,518,138	1,591,799	105
Golden Gate Transit	1,616,770	1,695,217	105
SamTrans	1,706,824	1,789,640	105
San Francisco Muni	11,216,054	11,760,265	105
Santa Clara VTA	4,849,998	5,085,323	105
CCCTA (County Connection)	216,434	226,935	105
Other Transit Agencies STA@**	14,205,840	14,895,117	105
Total State Transit Assistance	\$48,417,479	\$50,766,727	105%

Notes

† as estimated by MTC in the 2001 Regional Transportation Plan

* Includes 75% Regional Transportation Improvement Program share and estimated funds that likely will be received through the competitive Interregional Transportation Improvement Program (ITIP) [25% share].

@ Includes State Transit Assistance for LAVTA; Union City Transit; Tri-Delta Transit; WestCAT; County of Sonoma; and cities of Benicia, Cloverdale, Dixon, Fairfield, Healdsburg, Napa, Santa Rosa, Vallejo and Yountville

** Includes regional STA population-based funds for regional express bus or other MTC discretionary programs

MTC and Its Partners

While MTC functions as a regional agency, the actual impact of our investment decisions and traveler service programs is felt most keenly at the local level. In addition, our transportation decisions are made in a “bottom-up” collaborative fashion with local government, transit operators and other public agencies acting through an organization known as the Bay Area Partnership, and based on input from advisory committees and the public.

■ Bay Area Partnership

Who Is the Bay Area Partnership?

The Bay Area Partnership Board consists of the top managers from the public agencies responsible for moving people and goods in the San Francisco Bay Area, as well as for protecting the region’s environmental quality. From its outset in January 1992 just weeks after the federal Intermodal Surface Transportation Efficiency Act was signed into law, the Bay Area Partnership has functioned as an institution without walls, thriving on mutual interest and cooperation. (See roster on page 44.)



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Why Was the Bay Area Partnership Formed?

The Bay Area’s numerous natural barriers and rich mix of urban, suburban and rural settings and sub-economies have given birth to multiple transportation system owners, operators and regulators. This institutional framework ensures that widely varying local needs are met, but also requires that the players work with each other to coordinate services where their systems intersect or overlap. In this complex environment, integration depends on a strategic alliance on the scale of the Bay Area Partnership that can focus on the larger picture of how the individual components fit together.

■ Advisory Committees

MTC has been a leader in developing citizen advisory committees for over 25 years and has developed a number of advisory committees that review and make recommendations on issues before the Commission. These include the Elderly and Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. A list of these committees is included on page 45.

Public Participation

MTC places a very high priority on an effective and thorough public involvement process. In 2001, MTC concluded a yearlong reevaluation of public outreach and involvement activities that touched nearly every facet of the agency. This effort culminated in the most extensive public outreach effort in MTC history as the 2001 Regional Transportation Plan was developed.

Throughout the spring, summer and fall of 2001 thousands of Bay Area residents contributed toward the development of the *2001 Regional Transportation Plan (RTP)* by taking part in an MTC-sponsored public opinion poll, completing interactive surveys on the MTC Web site and attending meetings of their county congestion management agency and/or participating in community workshops. This effort included the use of foreign language translators in Spanish and Chinese and the translation of pertinent documents.

MTC made a particular effort to ensure that its outreach was weighted toward the involvement of communities with high percentages of minority and low-income residents by co-hosting workshops with groups serving those communities. Interactive displays and public discussions at each workshop highlighted transportation issues such as funding, land-use and development patterns, environmental concerns, and social equity.



Christopher Springmann

Throughout 2001, MTC sponsored or co-sponsored over 70 public workshops, public meetings and four specialized single-subject working groups (Environmental Justice, Performance Measures, Lifeline Transportation Network and the Regional Bicycle Plan) that attracted hundreds of participants. These meetings were in addition to the regularly scheduled Commission meetings in which hundreds more participated, and the meetings were “Web-cast” live on the Internet.

Lastly, this effort included mailing a reader-friendly summary of the *Draft 2001 Regional Transportation Plan* to thousands of Bay Area residents for further public comment.



Delivering Services and Connecting Communities

MTC and its transportation partners provide a number of programs targeted at reducing congestion, improving traveler information and increasing access for all Bay Area travelers. MTC also works with local jurisdictions to better maintain local streets and roads as well as assist with projects that smooth the flow of traffic. Here is an update on these operational and community-based programs.

■ Targeting Congestion

Freeway Service Patrol

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that continuously patrol more than 400 miles of the Bay Area's most congested freeways. Over 102,000 assists were provided in 2000 and 41 miles were added to the network in 2001. The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties. The service costs approximately \$5 million a year to operate. A key element of MTC's legislative program is to secure additional state funding for this vital service.



George Draper

Call Box Network

The call box program provides assistance to motorists in trouble, allowing them to report a road hazard, a flat tire or a mechanical breakdown. In partnership with the California Highway Patrol (CHP) and Caltrans, MTC operates over 3,500 call boxes on more than 1,100 miles of urban, suburban and rural highways and expressways in the nine counties. In 2001, nearly 92,000 calls were received.



George Draper

■ Improving Traveler Access and Information

TransLink®

The dream of stitching together the Bay Area's 20-plus transit systems into a seamless, traveler-friendly network is moving closer to reality with the launch of a key public test of the TransLink® universal transit-fare card. During the six-month public-demonstration phase to begin in February 2002, the TransLink® card will be tested by 4,000 volunteer transit riders on selected routes and at certain stations of six of the region's largest transit agencies: AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and (Santa Clara) Valley Transportation Authority. Together, these six systems offer a sampling of the Bay Area's diverse modal mix, everything from ferries to streetcars to buses to commuter rail.



The new TransLink® fare-payment system uses “smart card” technology. Transit riders will purchase a plastic card embedded with a computer chip that they “load” with a dollar value, stored rides or monthly passes. They then need only flash the credit-card-sized card in front of an electronic reader device located on transit vehicles, in stations or at faregates, and the correct fare value will be deducted automatically from the card. TransLink® will factor in a host of variables when calculating fares, including different fare structures for every transit operator, transfers, routes, lengths of trips, time of day and discounts for students, elderly and disabled riders.



Scott Buschman

Jennifer Dorn, head of the Federal Transit Administration, touts TransLink® in a recent Bay Area visit.

TransLink® ushers in a new era of rider convenience by eliminating the need to carry exact change, crisp dollar bills or multiple fare instruments. It will make it easier and more attractive for commuters to use public transit, particularly when their route involves two or even three different systems and crosses a couple of county lines.

The TransLink® system also will benefit transit agencies. A central computer system will handle all transactions and distribute payments to transit agencies on a daily basis. And since the system will record every transaction, the agencies will have a comprehensive database to help them with planning, marketing and financial accounting.

After the success of the larger pilot program is determined, MTC and the participating agencies plan to install TransLink® equipment on all 21 Bay Area transit systems, which together carry in excess of 1.6 million riders a day.

TravInfo®

The TravInfo® traveler information telephone service — accessed via 817.1717 from any area code in the Bay Area — provides comprehensive traveler information 24 hours a day, 365 days a year to the public in the nine-county region. Since the project was launched in September 1996, TravInfo® has served approximately 3.8 million callers. The monthly average number of calls to the system is more than 57,000. Over the course of 2002, MTC will transition 817.1717 to 511, the new Federal Communications Commission-approved number for traveler information nationwide. In the Bay Area, we also are providing a single Web portal for disseminating comprehensive traveler information about the region's transit and highway system.

TakeTransitSM

MTC recently launched a unique, new service for Bay Area transit riders — instant, online trip planning. Dubbed TakeTransitSM, the Web-based service generates personalized itineraries for getting around the Bay Area by bus, train and ferry. TakeTransitSM is the latest enhancement to the Bay Area Transit Information Web page (www.transitinfo.org), a site operated by MTC that attracts an average of 16,000 visitors a day.

Regional Ridesharing

MTC promotes and facilitates carpooling as a commute alternative. Through a contract with MTC, RIDES for Bay Area Commuters uses an automated ride matching system to produce matchlists and assist commuters in forming carpools and vanpools. Later this year, this service will be provided directly to commuters over the Internet. Although RIDES surveys show that driving alone continues to be the dominant form of commute transportation in the Bay Area — with 69 percent of commuters driving to work by themselves — carpooling is the next most commonly used mode, with 17 percent of commuters choosing to share a ride.

Increasing Access to Transportation Options

Welfare to Work

In 1997, MTC launched a series of county transportation plans specifically focused on addressing the transportation barriers faced by low-income persons who are moving from welfare to work. Several regional strategies emerged from these plans, including improvements in public transit services, piloting cost-effective alternatives to fixed route transit and non-transit options, a comprehensive assessment of the region's transit network measured against location, time of day and frequency of service objectives, and an analysis of barriers due to the cost of transportation. The Commission supported the implementation of these strategies with the adoption of the Regional Welfare to Work Plan in June 2001. While the focus of this initial work was on the transportation concerns generated by welfare reform, the resulting strategies are relevant to the transportation needs of low-income persons generally.

LIFT Program

In 2000, the Commission established a Low Income Flexible Transportation Program (LIFT) that, in the initial three-year phase, commits \$5 million in federal discretionary funds and leverages an additional \$5 million in local social services and transportation funding through a 50/50 matching requirement. The Commission is supplementing this initial investment through the commitment of \$1 million in State Transit Assistance (STA) regional discretionary funds per year and advocacy for annual federal appropriations from the Job Access and Reverse Commute program (\$3 million in fiscal year 2001-02).

Lifeline Transportation Network

The Commission also has conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transportation Network and the spatial and temporal gaps in that network affecting low-income communities. MTC will provide financial support for community transportation plans in 10 communities with the highest concentrations of low-income persons in the region. These community transportation plans — along with analyses by the transit agencies and county congestion management agencies — will be used to validate and modify, if necessary, the results of the Lifeline analysis at the local level, and identify the most effective solutions for filling any gaps.

If Proposition 42 passes in March 2002, the STA fund will generate an additional \$42 million per year to the transit agencies directly and \$11 million per year to the region's STA discretionary program, beginning in fiscal year 2008–09. The Commission will consider this funding source in collaborating with transit agencies and other local partners to implement additional transportation services identified through the Lifeline Transportation Network analysis and follow-on local planning.

Transportation Affordability

As part of MTC's Regional Welfare to Work Plan recommendations, the Commission will work closely with transportation providers, social services agencies, schools, employers and other organizations to address barriers associated with the cost of transportation for low-income persons.

In one such effort, the Commission will undertake a pilot program to evaluate the impact of subsidized transit passes on low-income students' attendance at school and after-school programs. The program will include two components: implementation and evaluation of a two-year demonstration project in a portion of the AC Transit service area, and evaluation of reduced-fare programs already adopted by other transit agencies in the Bay Area and elsewhere.

■ Improving Safety and Maintenance of Local Streets and Roads

Pavement Management System

MTC's Pavement Management System (PMS) provides computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further. Today, MTC's PMS program is used by 93 cities and eight counties in the Bay Area. The program also is used outside the region in Southern California and in 11 states and one province beyond California's borders.

This program has been essential in identifying the extent of local street maintenance needs and the shortfalls in funding to address them. While MTC's most recent Regional Transportation Plan (RTP) dedicates 14 percent of available revenues over the next 25 years to operation and maintenance of the region's road system, significant shortfalls remain. MTC's legislative program advocates additional funding for repair of the region's roadway network (see page 1).



©2001 George Draper

Repairing pavement damage

Traffic Engineering Technical Assistance Program (TETAP)

This MTC program provides consultant expertise for local governments that do not have the in-house staff to properly maintain and operate their traffic signal network.

MTC has provided nearly 120 TETAP grants to more than 60 agencies, the majority with populations under 65,000. The program is funded with federal highway funds and MTC has allocated approximately \$1.3 million to Bay Area counties in TETAP funds to cover the period between 1997–2002.

■ Transportation for Livable Communities and Smart Growth

MTC has developed programs and policy goals that aim to foster livability and enhance alternatives to auto travel. These include the Transportation for Livable Communities (TLC) program, the new Housing Incentive Program (HIP) and the Regional Agencies Smart Growth Strategy. Following are summaries of these efforts.

Transportation for Livable Communities (TLC) Program

MTC's Transportation for Livable Communities (TLC) program was created in 1998 to fund and support the planning and development of small-scale transportation investments throughout the Bay Area that meet community needs. The program's goal is to work with organizations to develop and plan community-oriented transportation projects such as streetscapes and pedestrian/transit-oriented developments. In particular, the program supports projects that:

1. encourage pedestrian, transit or bicycle trips;
2. provide compact development of housing, downtowns and regional activity centers;
3. are part of a community's development or redevelopment activities; and
4. enhance a community's mobility, identity and quality of life.

To date the program has earmarked almost \$37 million for planning and capital projects in neighborhoods throughout the region. MTC's *2001 Regional Transportation Plan* triples the amount of funding for the TLC program and for HIP, to \$27 million per year.

Housing Incentive Program (HIP)

In November of 2000 MTC inaugurated a Housing Incentive Program to encourage the creation of housing adjacent to existing transit facilities. Based on a similar program developed in San Mateo County, HIP offers seed money to local jurisdictions that provide new housing in the vicinity of public transit hubs. MTC allocated \$9 million in capital grant money for the first round of projects in 2001. MTC's legislative program seeks state funding to match this commitment (see page 3). Eligible transportation-related



improvements that can be funded with the HIP award include streetscapes, transit villages, bicycle facilities and pedestrian plazas. The local jurisdiction may determine where HIP funds should be spent but the transportation project funded through HIP must be consistent with the goals of MTC's TLC program.



Bay Area Smart Growth Strategy

A popular event this past fall was a series of Saturday-morning workshops devoted to the topic of smart growth for the Bay Area. More than 1,000 local officials, representatives of social justice, environmental and business groups, and members of the general public participated in nine county-level meetings held in September and October as part of the Bay Area Smart Growth Strategy/Regional Livability Footprint Project.

The goal of this ambitious education and public involvement project is to investigate alternative land-use patterns and develop recommendations on how the Bay Area can short-circuit sprawl and instead grow in a “smarter,” more compact way. The initiative is jointly sponsored by the Bay Area’s five regional public agencies — MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, the Bay Conservation and Development Commission and the Regional Water Quality Control Board — along with a coalition of public and private groups known as the Bay Area Alliance for Sustainable Development.

At the workshops, participants first listened to a presentation on some of the principles of smart growth — including compact land use, a balance of jobs and housing, and easy access to public transit. Later, organized into groups of 10 and seated around colorful, table-sized maps of their county, these “planners for a day” vigorously debated their points of view as they strived to reach agreement on the character and location of future growth. They were aided in this process by knowledgeable facilitators and a special GIS-based (geographic information system) computer program that gave immediate feedback on the impact of their ideas on the future supply of jobs and housing, use of public transit, pedestrian friendliness, open space and the like.

The results of the nine county workshops will be analyzed and distilled into three regionwide alternatives that will be presented for discussion at another round of workshops scheduled for spring 2002. The ultimate goals of the project are to develop a preferred smart-growth vision for the Bay Area and identify the regulatory changes and fiscal incentives needed to implement the vision.

For more information, check the ABAG Web site at <www.abag.ca.gov/planning/smartgrowth>.

Projects and Programs by County

Alameda **26**

Contra Costa **28**

Marin **30**

Napa **32**

San Francisco **34**

San Mateo **36**

Santa Clara **38**

Solano **40**

Sonoma **42**

Alameda County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

**Total Projects in 2002 STIP:
\$165,193,000**

- 1** AC Transit Berkeley/Oakland/San Leandro Corridor MIS Phase 2
2002 RTIP Funds: \$2,700,000

AC Transit Bus Acquisition
2002 RTIP Funds: \$8,500,000 (*Not mapped*)

AC Transit Districtwide Maintenance Facility Upgrade
2002 RTIP Funds: \$3,705,000 (*Not mapped*)

AC Transit Expansion of Satellite-Based Global Tracking Communication System
2002 RTIP Funds: \$1,000,000 (*Not mapped*)

BART A/B Car Rehabilitation
2002 RTIP Funds: \$8,800,000 (*Not mapped*)
- 2** BART Automatic Fare Collection (AFC) Modernization
2002 RTIP Funds: \$2,283,000
- 2** BART Platform Edge Tile Replacement
2002 RTIP Funds: \$1,248,000
- 3** BART East Dublin/Pleasanton Station Parking Structure
2002 RTIP Funds: \$3,000,000
- 4** BART Lake Merritt Channel Subway Repair
2002 RTIP Funds: \$2,000,000
- 5** BART-Oakland Airport Connector
2002 RTIP Funds: \$15,200,000
RTIP 4th Year Share Advance: \$22,800,000
- 6** BART Warm Springs Extension
2002 RTIP Funds: \$7,000,000
RTIP 4th Year Share Advance: \$12,700,000
- 7** Central Avenue Grade Separation of UPRR in Newark
Project Development Advance: \$630,000
- 8** Emeryville Amtrak Station Intermodal Improvements
Project Development Advance: \$890,000
- 9** I-80 Berkeley Bicycle/Pedestrian Overcrossing Access Enhancements
2002 RTIP Funds: \$800,000
- 10** I-80 Sound Barrier Near Berkeley Aquatic Park
2002 RTIP Funds: \$2,986,000
- 11** I-580 14th/Ardley Eastbound Noise Barrier
2002 RTIP Funds: \$122,000
- 12** I-580 HOV Lanes – Santa Rita to Vasco Road
RTIP 4th Year Share Advance: \$16,000,000

- 13** I-580 Livermore Westbound Noise Barrier
2002 RTIP Funds: \$1,014,000
- 14** I-580 San Leandro Noise Barrier
2002 RTIP Funds: \$6,280,000
- 15** I-880 Access Improvements at 42nd/High Street
2002 RTIP Funds: \$4,130,000
- 16** I-880 HOV Lanes – Santa Clara County to Warren Avenue
2002 RTIP Funds: \$10,000,000
RTIP 4th Year Share Advance: \$10,000,000
- 17** LAVTA New Satellite Facility
2002 RTIP Funds: \$4,000,000
- 18** Mandela Parkway Extension Widening and Turn Pockets
2002 RTIP Funds: \$2,060,000
- 19** Route 84 Westbound HOV Lane Extension From Newark Boulevard to I-880
2002 RTIP Funds: \$935,000
- 20** Route 84 Westbound HOV On-Ramp From Newark Boulevard to Existing HOV Lane
2002 RTIP Funds: \$755,000
- 21** Thornton Avenue Widening From Gateway to Hickory in Newark
Project Development Advance: \$405,000
- 22** Tinker Avenue Extension and College of Alameda Transit Center
2002 RTIP Funds: \$4,000,000
- 23** Union City Intermodal Station – Phase 1
2002 RTIP Funds: \$3,300,000
- 24** Vasco Road Safety Improvements – Phase 1
2002 RTIP Funds: \$1,400,000
- 25** Washington and Paseo Padre Grade Separations in Fremont
2002 RTIP Funds: \$4,550,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 26** ACE Commuter Rail Improvements in Livermore Valley
2002 ITIP Funds: \$1,000,000
- 27** BART-Oakland Airport Connector
2002 ITIP Funds: \$10,000,000
- 28** Emeryville Amtrak Station Intermodal Improvements
2002 ITIP Funds: \$4,200,000
- 29** I-205/I-580 Truck Bypass/Climbing Lane
2002 ITIP Funds: \$930,000
- 30** Route 24 Caldecott Tunnel – Fourth Bore
2002 ITIP Funds: \$2,000,000

Traffic Congestion Relief Program (TCRP) Projects

2000 San Francisco Bay Crossings Study
TCRP Funds: \$5,000,000 (*Not mapped*)

AC Transit Fuel Cell Buses
TCRP Funds: \$8,000,000 (*Not mapped*)

31 ACE Commuter Rail Improvements in Livermore Valley
TCRP Funds: \$37,000,000

32 BART Extension to San Jose
TCRP Funds: \$725,000,000

BART Seismic Retrofit
TCRP Funds: \$20,000,000 (*Not mapped*)

Bay Area Transit Connectivity Study (I-580 Livermore Corridor)
TCRP Funds: \$7,000,000 (*Not mapped*)

33 Capitol Corridor Intercity Rail Improvements, Oakland to San Jose
TCRP Funds: \$25,000,000

34 Fremont to San Jose Commuter Rail Line
TCRP Funds: \$35,000,000

35 I-580 HOV Lanes in Livermore
TCRP Funds: \$25,000,000

36 I-680 Northbound HOV Lane Over Sunol Grade
TCRP Funds: \$60,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)

37 Pedestrian Bridge Over Union Pacific Railroad Lines
TCRP Funds: \$2,000,000

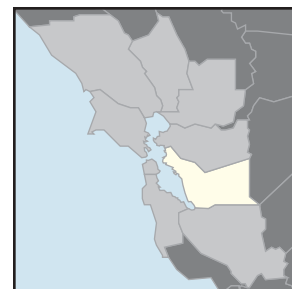
38 Route 24 Caldecott Tunnel – Fourth Bore
TCRP Funds: \$20,000,000

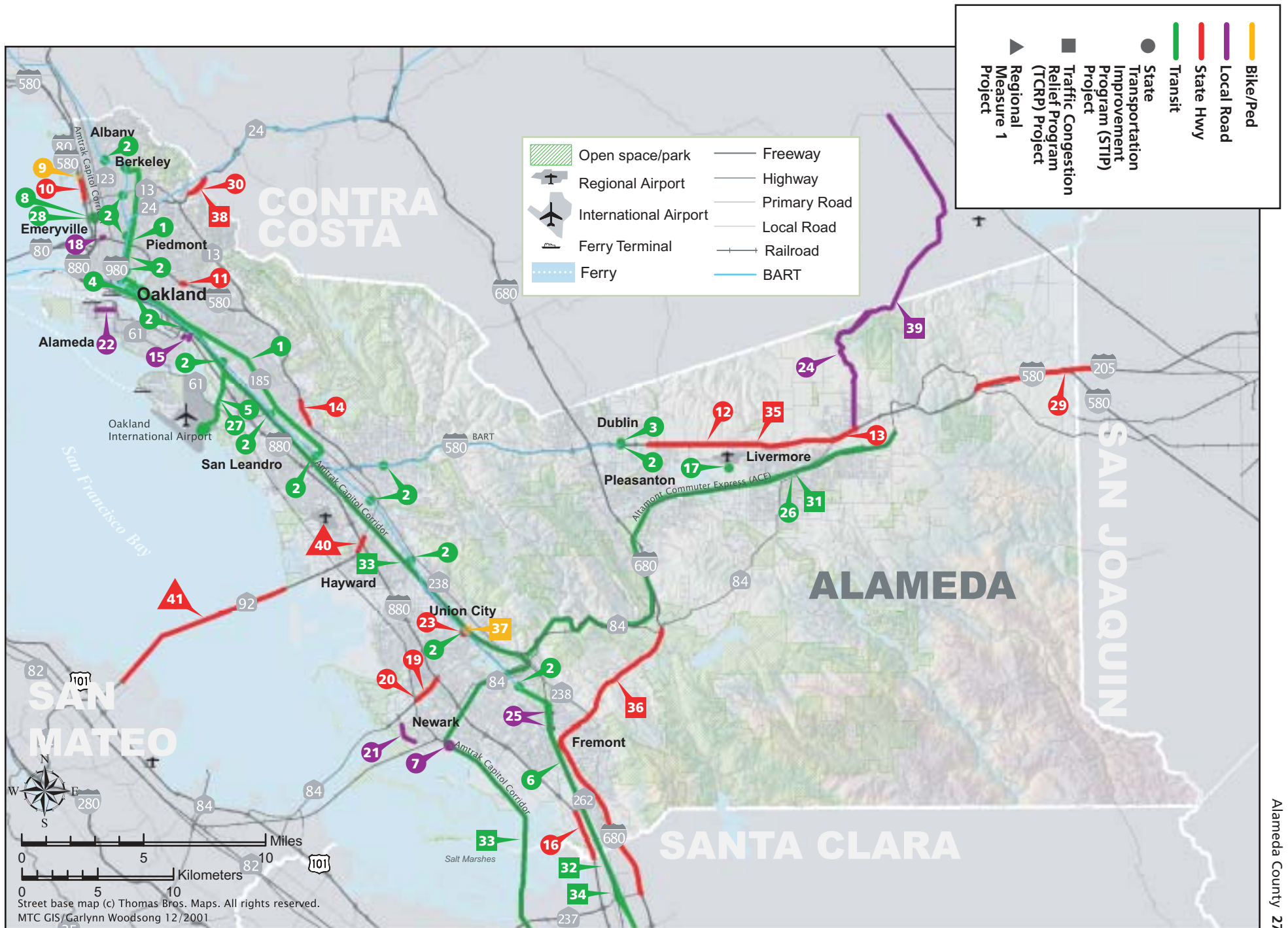
39 Vasco Road Safety/Transit Enhancements
TCRP Funds: \$11,000,000

Regional Measure 1 Toll Bridge Projects

40 San Mateo-Hayward Bridge Interchange – Route 92/Interstate 880
RM-1 Funds: \$124,200,000

41 San Mateo-Hayward Bridge Widening and Rehabilitation
RM-1 Funds: \$217,900,000





Contra Costa County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

**Total Projects in 2002 STIP :
\$74,640,000**

- 1** BART Pittsburg/Bay Point Station Terminal Automation System
2002 RTIP Funds: \$1,500,000
- 2** BART Richmond Station Additional Parking
2002 RTIP Funds: \$2,000,000
- 3** Bay Trail Through Martinez
2002 RTIP Funds: \$300,000
- 4** Bicycle-Friendly Storm Drain Grates
2002 RTIP Funds: \$35,000
- 5** Delta DeAnza Trail Gap Closure
2002 RTIP Funds: \$311,000
- 6** Hercules – New Intercity Rail Station
2002 RTIP Funds: \$3,000,000
- 7** I-80 Westbound HOV Gap Closure – Cummings Skyway to Route 4
2002 RTIP Funds: \$5,000,000
- 8** I-680 HOV Lanes – North Main to Marina Vista
2002 RTIP Funds: \$8,000,000
- 9** I-680/Route 4 Interchange – Phase 1 (NB I-680 to WB SR 4)
2002 RTIP Funds: \$5,500,000
- 10** Martinez Intermodal Station – Phase 3
2002 RTIP Funds: \$2,000,000
- 11** Oakhill Park Frontage Bicycle/Pedestrian Improvements in Danville
2002 RTIP Funds: \$62,000
- 12** Old Ranch Road Trail in San Ramon
2002 RTIP Funds: \$62,000
- 13** Olinda Road Pedestrian Bridge and Gap Closure
2002 RTIP Funds: \$101,000
- 14** Richmond Intermodal Station – Phase 3
2002 RTIP Funds: \$2,100,000
- 15** Richmond Parkway Transit Center and Access Improvements
2002 RTIP Funds: \$8,700,000
- 16** Reliez Valley Road Pedestrian Path
2002 RTIP Funds: \$210,000
- 17** Reliez Valley Walkway
2002 RTIP Funds: \$109,000

- 18** Route 4 East Offramp Improvements at Hillcrest Avenue
2002 RTIP Funds: \$2,500,000
- 19** Route 4 East Widening From Loveridge to Somersville
2002 RTIP Funds: \$27,000,000
- 20** Route 24 Caldecott Tunnel - Fourth Bore
2002 RTIP Funds: \$2,000,000
- 21** San Pablo Avenue SMART Corridor
2002 RTIP Funds: \$1,500,000
- 22** San Pablo Dam Road Pedestrian Path
2002 RTIP Funds: \$115,000
- 23** Stone Valley Road West Sidewalks to Iron Horse Trail
2002 RTIP Funds: \$35,000
- 24** Vasco Road Safety Improvements – Phase 1
2002 RTIP Funds: \$2,500,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 25** I-80 Westbound HOV Gap Closure – Cummings Skyway to Route 4
2002 ITIP Funds: \$25,000,000
- 26** Richmond Intermodal Station – Phase 3
2002 ITIP Funds: \$2,000,000
- 27** Route 24 Caldecott Tunnel - Fourth Bore
2002 ITIP Funds: \$2,000,000

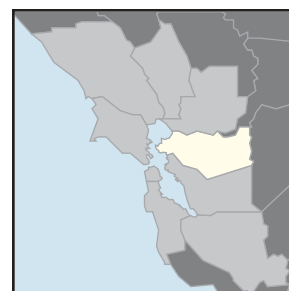
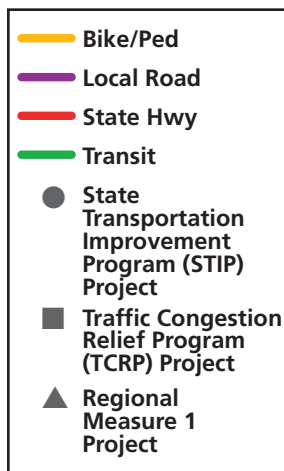
Traffic Congestion Relief Program (TCRP) Projects

- AC Transit Fuel Cell Buses
TCRP Funds: \$8,000,000 (*Not mapped*)
- BART Seismic Retrofit
TCRP Funds: \$20,000,000 (*Not mapped*)
- Bay Area Transit Connectivity Study (West County and Route 4 Corridors)
TCRP Funds: \$7,000,000 (*Not mapped*)
- Bay Area Transit Connectivity Study (Hercules – New Intercity Rail Station)
TCRP Funds: \$3,000,000 (*Not mapped*)
- Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)
- 28** Richmond BART Transit Village Parking Structure
TCRP Funds: \$5,000,000

- 29** Route 4 Widening – Railroad Avenue to Loveridge Road
TCRP Funds: \$39,000,000
- 30** Route 24 Caldecott Tunnel – Fourth Bore
TCRP Funds: \$36,000,000
- 31** Vasco Road Safety/Transit Enhancements
TCRP Funds: \$11,000,000

Regional Measure 1 Toll Bridge Projects

- 32** Benicia/Martinez Bridge – New Bridge
RM-1 Funds: \$621,700,000
- 33** Carquinez Bridge – Replace 1927 Span
RM-1 Funds: \$479,800,000
- 34** Richmond-San Rafael Bridge Deck Replacement
RM-1 Funds: \$50,100,000



Marin County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP : \$19,264,000

- 1** Belvedere – San Rafael Avenue Rehabilitation From City Limit to West Shore Drive
2002 RTIP Funds: \$82,000
- 2** Corte Madera – Various Streets Pavement Rehabilitation
2002 RTIP Funds: \$103,000
RTIP 4th Year Share Advance: \$26,000

Countywide Bicycle Signing and Striping – Initial Phase
2002 RTIP Funds: \$151,000 (*Not mapped*)
- 3** Fairfax – Various Streets Overlay and Drainage Improvements
2002 RTIP Funds: \$133,000
- 4** GGBHTD San Francisco Lay Berth
2002 RTIP Funds: \$279,000
RTIP 4th Year Share Advance: \$721,000
- 5** Larkspur – Sir Francis Drake Boulevard Rehabilitation From U.S. 101 to City Limit
2002 RTIP Funds: \$163,000
RTIP 4th Year Share Advance: \$253,000
- 6** Manzanita Park and Ride – Phase 2
2002 RTIP Funds: \$311,000
- 7** Mill Valley – Vasco Road and Azalea Resurfacing
2002 RTIP Funds: \$302,000

Marin County Transit – Bus Stop Improvements
2002 RTIP Funds: \$89,000 (*Not mapped*)

Marin County Transit – IVR Paratransit Dispatch
2002 RTIP Funds: \$26,000
RTIP 4th Year Share Advance: \$487,000 (*Not mapped*)

Marin County Transit – Mobile Data Terminals (MDT) and Automatic Vehicle Locators (AVL)
2002 RTIP Funds: \$400,000 (*Not mapped*)

- 8** Novato – Various Streets Overlay
2002 RTIP Funds: \$660,000
- 9** Pine Terrace Multi-Use Path Improvements
2002 RTIP Funds: \$90,000

Repay Stanislaus County's \$10 Million Loan for Marin U.S. Highway 101 HOV Lane
2002 RTIP Funds: \$11,586,000 (*Not mapped*)
- 10** Ross – Sir Francis Drake Boulevard Rehabilitation From Berry to Lagunitas
2002 RTIP Funds: \$71,000
- 11** San Anselmo – Various Streets Rehabilitation, Single Loops and Guardrail
2002 RTIP Funds: \$219,000
- 12** San Rafael – Various Streets Overlay
2002 RTIP Funds: \$820,000
- 13** Sausalito – Bridgeway Rehabilitation From Princess to Johnson
2002 RTIP Funds: \$131,000
- 14** Sausalito – Mill Valley Multi-Use Path Rehabilitation
2002 RTIP Funds: \$151,000
- 15** Tiburon – Mar West Overlay From Esparanza Street to Tiburon Boulevard
2002 RTIP Funds: \$144,000
- 16** Various Streets Overlay Countywide
2002 RTIP Funds: \$1,866,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 17** U.S. Highway 101 Novato Narrows Freeway Upgrade
2002 ITIP Funds: \$11,600,000

Traffic Congestion Relief Program (TCRP) Projects

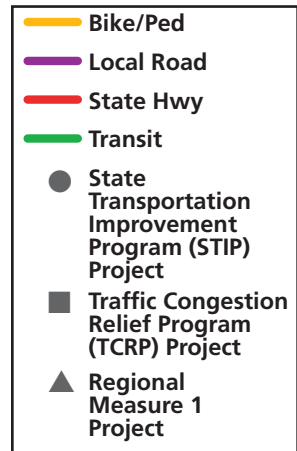
- 18** Golden Gate Bridge Seismic Retrofit, Phases 1-3
TCRP Funds: \$5,000,000

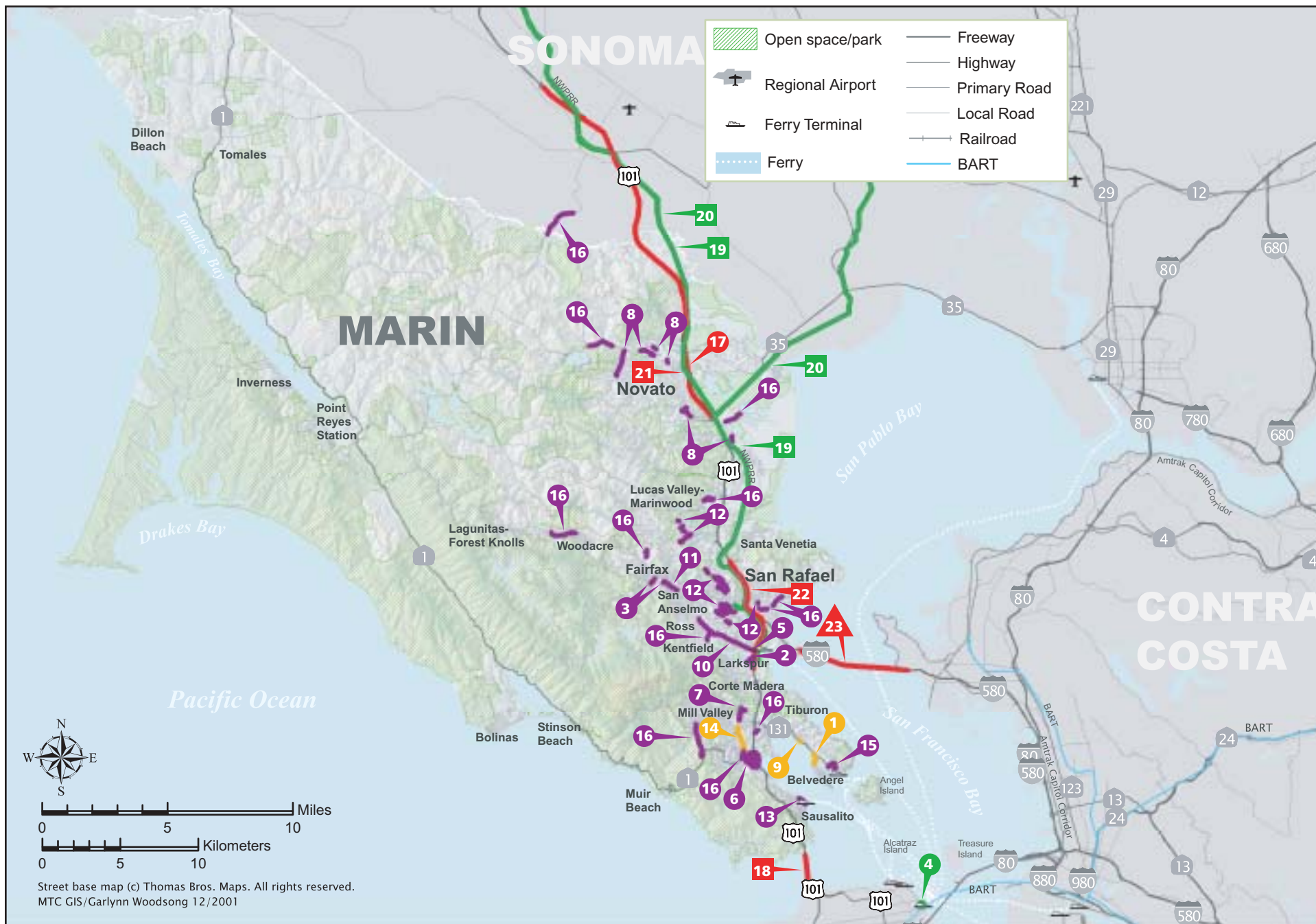
Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)

- 19** New Commuter Rail Service – Cloverdale to San Rafael
TCRP Funds: \$37,000,000
- 20** North Coast Railroad Track Repair and Upgrades
TCRP Funds: \$60,000,000
- 21** U.S. Highway 101 Novato Narrows Freeway Upgrade
TCRP Funds: \$21,000,000
- 22** U.S. Highway 101 Reversible HOV Lane in San Rafael
TCRP Funds: \$15,000,000

Regional Measure 1 Toll Bridge Projects

- 23** Richmond-San Rafael Bridge Deck Replacement
RM-1 Funds: \$50,100,000





Napa County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP :
\$2,450,000

- 1 Jameson Canyon Road (Route 12)
Widening
2002 RTIP Funds: \$2,000,000
- 2 Steele Canyon Road Resurfacing
2002 RTIP Funds: \$450,000

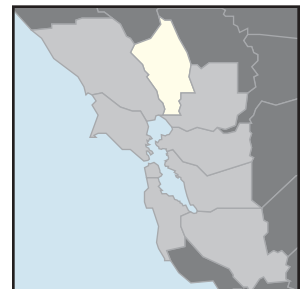
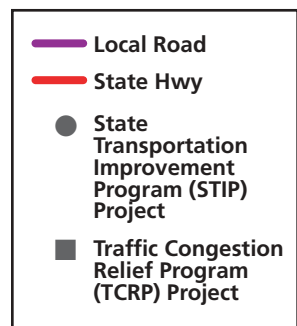
Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

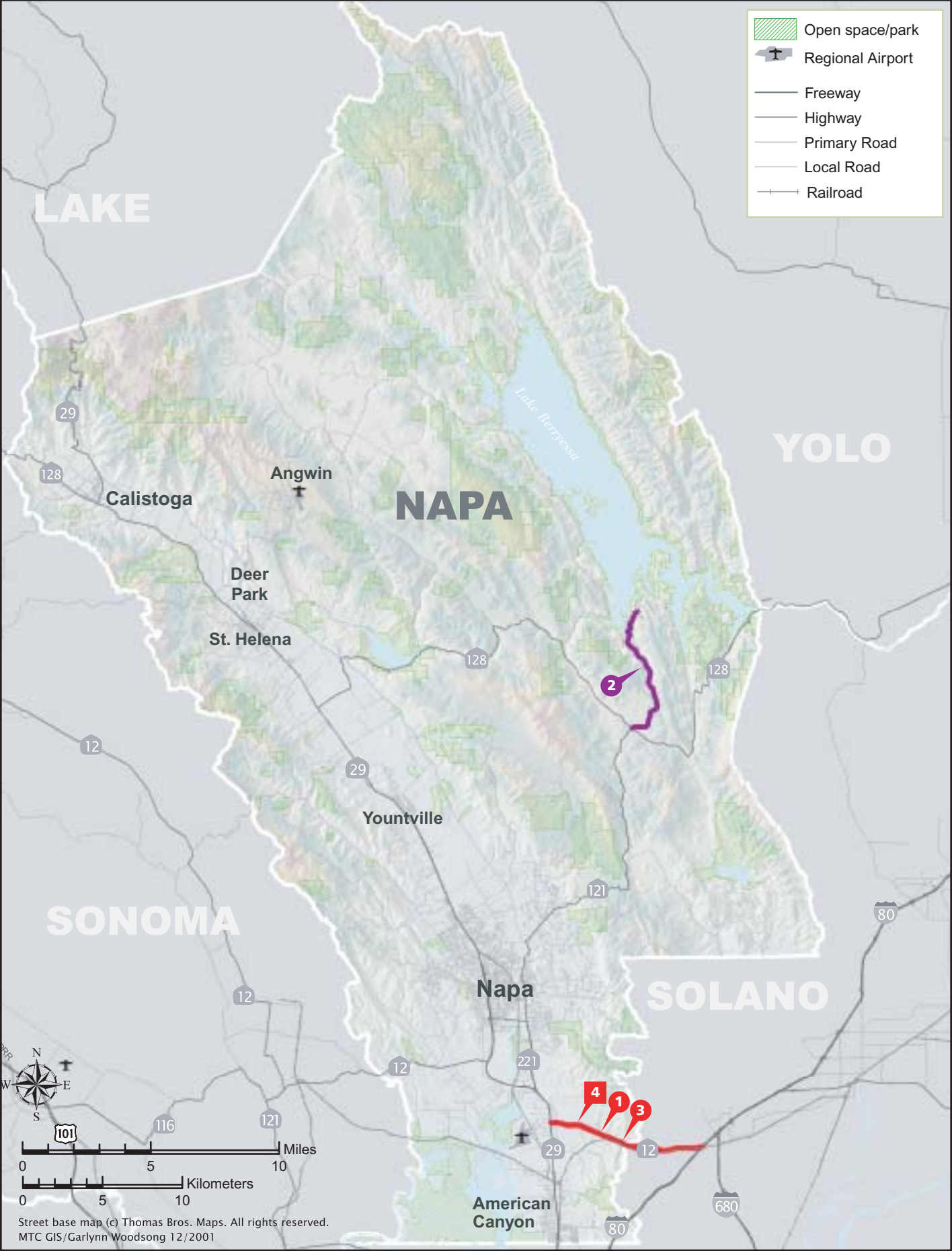
- 3 Jameson Canyon Road (Route 12)
Widening
2002 ITIP Funds: \$2,000,000

Traffic Congestion Relief Program (TCRP) Projects

Low-Emission Buses for Regionwide
HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not
mapped*)

- 4 Route 12 Congestion Relief
Improvements from Route 29 to I-80
TCRP Funds: \$7,000,000





City and County of San Francisco

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP : \$68,444,000

- 1** 1401 Bryant Overhead Lines Building – Seismic Rehabilitation
2002 RTIP Funds: \$1,140,000
RTIP 4th Year Share Advance: \$8,060,000
- 2** Addison and Digby Traffic Circle Safety Improvements
2002 RTIP Funds: \$200,000

Audible Pedestrian Signals and ADA Pushbuttons
2002 RTIP Funds: \$335,000 (*Not mapped*)
- 3** BART Downtown San Francisco Stations Talking Signs
2002 RTIP Funds: \$1,080,000
- 3** BART San Francisco Stations Platform Edge Tile Replacement
2002 RTIP Funds: \$1,250,000
- 4** Caltrain Electrification
2002 RTIP Funds: \$10,000,000
- 5** Caltrain Rapid Rail Improvements – Track, Station and Signal Rehab
2002 RTIP Funds: \$3,000,000
- 6** Doyle Drive Replacement
Project Development Advance: \$8,000,000
- 7** Embarcadero and Montgomery Stations Analysis
Project Development Advance: \$500,000
- 8** GGBHTD San Francisco Lay Berth
2002 RTIP Funds: \$1,000,000
- 9** Golden Gate Ferry San Francisco Terminal Facilities Rehab
RTIP 4th Year Share Advance: \$2,250,000

Ladder Crosswalk and Pedestrian Crossing Warning Signing
2002 RTIP Funds: \$1,300,000 (*Not mapped*)
- 10** Laguna Honda Bike Lanes and O'Shaughnessy Path
Project Development Advance: \$160,000

- 11** Median Refuge Accessibility Retrofit
2002 RTIP Funds: \$50,000

Muni Rail Replacement Program
1998-2009
Project Development Advance: \$1,000,000 (*Not mapped*)
- 12** Oak and Fell Streets Integrated Traffic Management System (ITMS)
2002 RTIP Funds: \$1,271,000
- 13** Phelan Avenue Crosswalk and Traffic Calming Improvements
2002 RTIP Funds: \$200,000
- 14** Third Street Light-Rail Extension – Phase 1
2002 RTIP Funds: \$22,570,000
- 15** Third Street Pavement Rehabilitation, Donner to Bayshore
2002 RTIP Funds: \$5,078,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 16** Doyle Drive Reconstruction
2002 ITIP Funds: \$28,000,000

Traffic Congestion Relief Program (TCRP) Projects

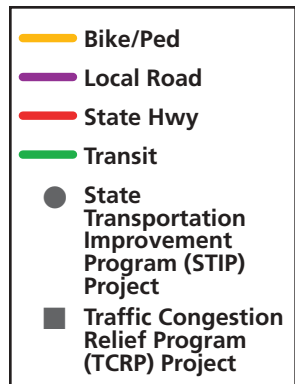
- 2000 San Francisco Bay Crossings Study
TCRP Funds: \$5,000,000 (*Not mapped*)
- 17** Balboa Park BART Station Expansion
TCRP Funds: \$6,000,000

BART Seismic Retrofit
TCRP Funds: \$20,000,000 (*Not mapped*)

Caltrain Express and Upgrades
TCRP Funds: \$127,000,000 (*Not mapped*)
- 18** Doyle Drive Reconstruction
TCRP Funds: \$15,000,000

- 19** Golden Gate Bridge Seismic Retrofit, Phases 1-3
TCRP Funds: \$5,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)
- 20** Muni Metro Central Subway to Chinatown
TCRP Funds: \$140,000,000
- 21** Muni Ocean Avenue Light Rail
TCRP Funds: \$7,000,000
- 22** Treasure Island Ferry Service
TCRP Funds: \$2,000,000





San Mateo County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP : \$48,142,000

- 1** BART-SFO Extension
Bicycle/Pedestrian Path
2002 RTIP Funds: \$1,500,000

MTC Regional Rideshare Program
2002 RTIP Funds: \$530,000 (*Not mapped*)
- 2** U.S. Highway 101 Auxiliary Lane
From Third Avenue to Millbrae
2002 RTIP Funds: \$14,481,000
- 3** U.S. Highway 101 Auxiliary Lane
From Santa Clara County Line to Marsh Road
2002 RTIP Funds: \$19,641,000
- 4** U.S. Highway 101 – Willow Road
Interchange Reconstruction
2002 RTIP Funds: \$11,990,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 5** U.S. Highway 101 Auxiliary Lane
From Third Avenue to Millbrae
2002 ITIP Funds: \$12,000,000

Traffic Congestion Relief Program (TCRP) Projects

2000 San Francisco Bay Crossings Study
TCRP Funds: \$5,000,000
(*Not mapped*)

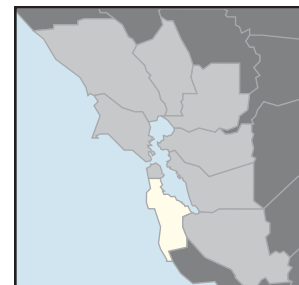
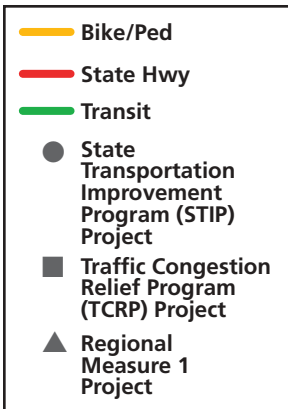
Caltrain Express and Upgrades
TCRP Funds: \$127,000,000
(*Not mapped*)

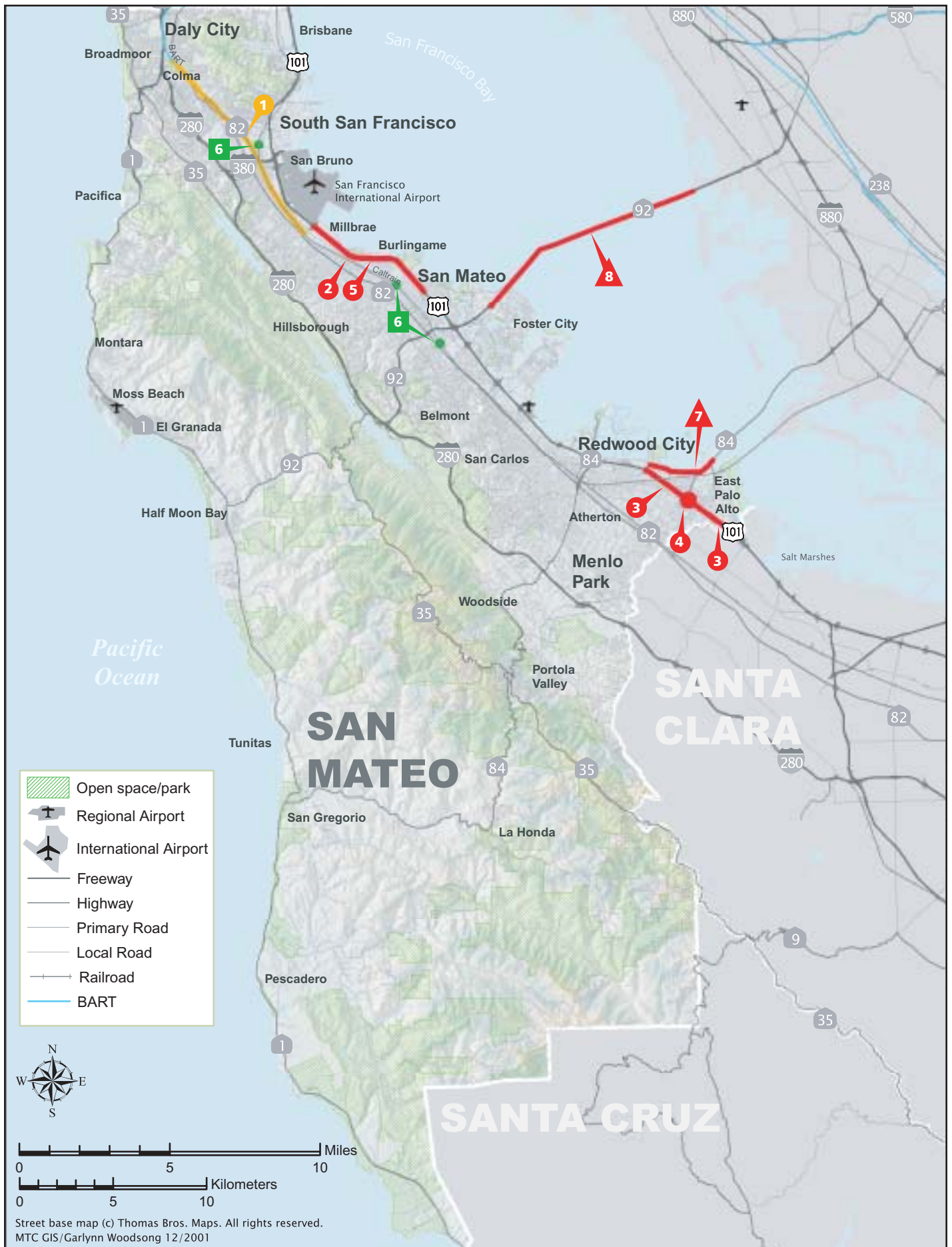
- 6** Caltrain Peninsula Corridor Grade Separations at Linden, Poplar and 25th avenues
TCRP Funds: \$15,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)

Regional Measure 1 Toll Bridge Projects

- 7** Dumbarton Bridge – Bayfront Expressway Widening
RM-1 Funds: \$33,775,000
- 8** San Mateo-Hayward Bridge Widening and Rehabilitation
RM-1 Funds: \$217,900,000





Santa Clara County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP :
\$63,076,000

- 1 Borregas Avenue Bicycle/Pedestrian Bridges Over U.S. Highway 101 and Route 237
2002 RTIP Funds: \$3,700,000
- 2 I-880/Coleman Avenue Interchange Reconstruction
2002 RTIP Funds: \$55,500,000
- 3 San Tomas Aquino Creek Trail
2002 RTIP Funds: \$2,000,000

Santa Clara Valley Transportation Authority – Planning, Programming and Monitoring
2002 RTIP Funds: \$576,000 (*Not mapped*)
- 4 U.S. Highway 101 Auxiliary Lane From Route 87 to Trimble Road
2002 RTIP Funds: \$1,300,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 5 Caltrain San Jose to Santa Clara Fourth Main Track
2002 ITIP Funds: \$17,900,000
- 6 Route 156 Widening and Interchange at Route 152 (Casa de Fruta)
2002 ITIP Funds: \$2,600,000
- 7 U.S. Highway 101 Auxiliary Lane From Route 87 to Trimble Road
2002 ITIP Funds: \$18,000,000

Traffic Congestion Relief Program (TCRP) Projects

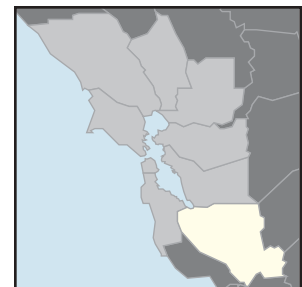
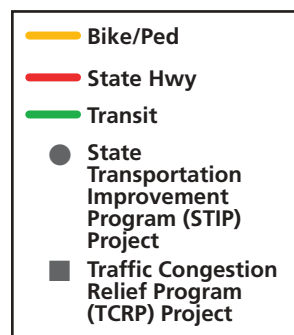
- 8 ACE Commuter Rail Improvements
TCRP Funds: \$37,000,000
- 9 BART Extension to San Jose
TCRP Funds: \$725,000,000

Caltrain Express and Upgrades
TCRP Funds: \$127,000,000
(*Not mapped*)

- 10 Caltrain Extension to Gilroy
TCRP Funds: \$55,000,000
- 11 Caltrain Extension to Salinas in Monterey County
TCRP Funds: \$20,000,000
- 12 Capitol Corridor Intercity Rail Improvements – Oakland to San Jose
TCRP Funds: \$25,000,000
- 13 Fremont/South Bay Commuter Rail Line
TCRP Funds: \$35,000,000
- 14 I-680 – Northbound HOV Lane Over Sunol Grade, Milpitas to Route 84
TCRP Funds: \$60,000,000
- 15 I-880/Coleman Avenue Interchange Reconstruction
TCRP Funds: \$5,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)
- 16 Route 85/Route 87 Interchange Completion
TCRP Funds: \$3,500,000

Route 262 – Cross-Connector Study From I-680 to I-880
TCRP Funds: \$1,000,000 (*Not mapped*)
- 17 U.S. Highway 101 – New Northbound Lane Through San Jose From Route 87 to Trimble Road
TCRP Funds: \$5,000,000
- 18 U.S. Highway 101 – Widen From Four to Six Lanes From Bernal Road in San Jose to Cochrane Road in Morgan Hill
TCRP Funds: \$25,000,000





Solano County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP : \$32,176,000

- 1** Amtrak Capitol Corridor – Bahia Viaduct Track Upgrade
RTIP 4th Year Share Advance:
\$1,000,000
- 2** Benicia Intermodal Transportation Station
RTIP 4th Year Share Advance:
\$1,225,000
- 3** Dixon Multimodal Transportation Center – Phase 2
2002 RTIP Funds: \$400,000
- 4** Fairfield/Vacaville Intercity Rail Station
2002 RTIP Funds: \$2,250,000
- 5** Front Street Rehabilitation in Rio Vista
2002 RTIP Funds: \$74,000
- 6** Hilborn Pavement Improvements in Fairfield
2002 RTIP Funds: \$364,000
- 7** I-80/I-680/Route 12 North Connector – Phase 2
2002 RTIP Funds: \$7,200,000
- 8** I-80 Reliever Route/Jepson Parkway – Between Route 12 and I-80 on Walters, Vanden and Leisure Town Roads
2002 RTIP Funds: \$12,100,000
- 9** Lemon Street Rehabilitation in Vallejo
2002 RTIP Funds: \$428,000
- 10** Nut Tree Road Resurfacing in Vacaville
2002 RTIP Funds: \$342,000

Solano Transportation Authority – Planning, Programming and Monitoring – Solano County
2002 RTIP Funds: \$151,000 (*Not mapped*)

- 11** South Lincoln Street Overlay in Dixon
2002 RTIP Funds: \$105,000
- 12** Suisun City Pavement Rehabilitation
2002 RTIP Funds: \$140,000
- 13** Vallejo Ferry Maintenance Facility
2002 RTIP Funds: \$425,000
- 14** Vallejo Intermodal Station – Parking Structure for Baylink Ferry and Bus Facilities
2002 RTIP Funds: \$7,425,000
- 15** Various County Roads Overlay
2002 RTIP Funds: \$393,000
- 16** West ‘K’ Street Overlay in Benicia
2002 RTIP Funds: \$154,000

Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 17** Capitol Corridor – Bahia Viaduct Track and Bridge Upgrade
2002 ITIP Funds: \$2,250,000
- 18** Jameson Canyon Road (Route 12) Widening
2002 ITIP Funds: \$2,000,000

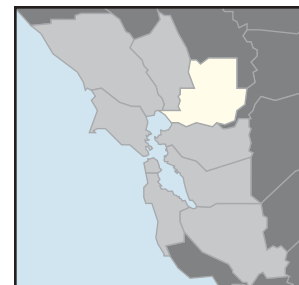
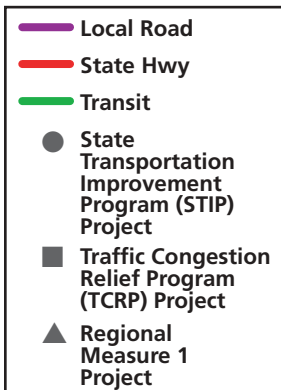
Traffic Congestion Relief Program (TCRP) Projects

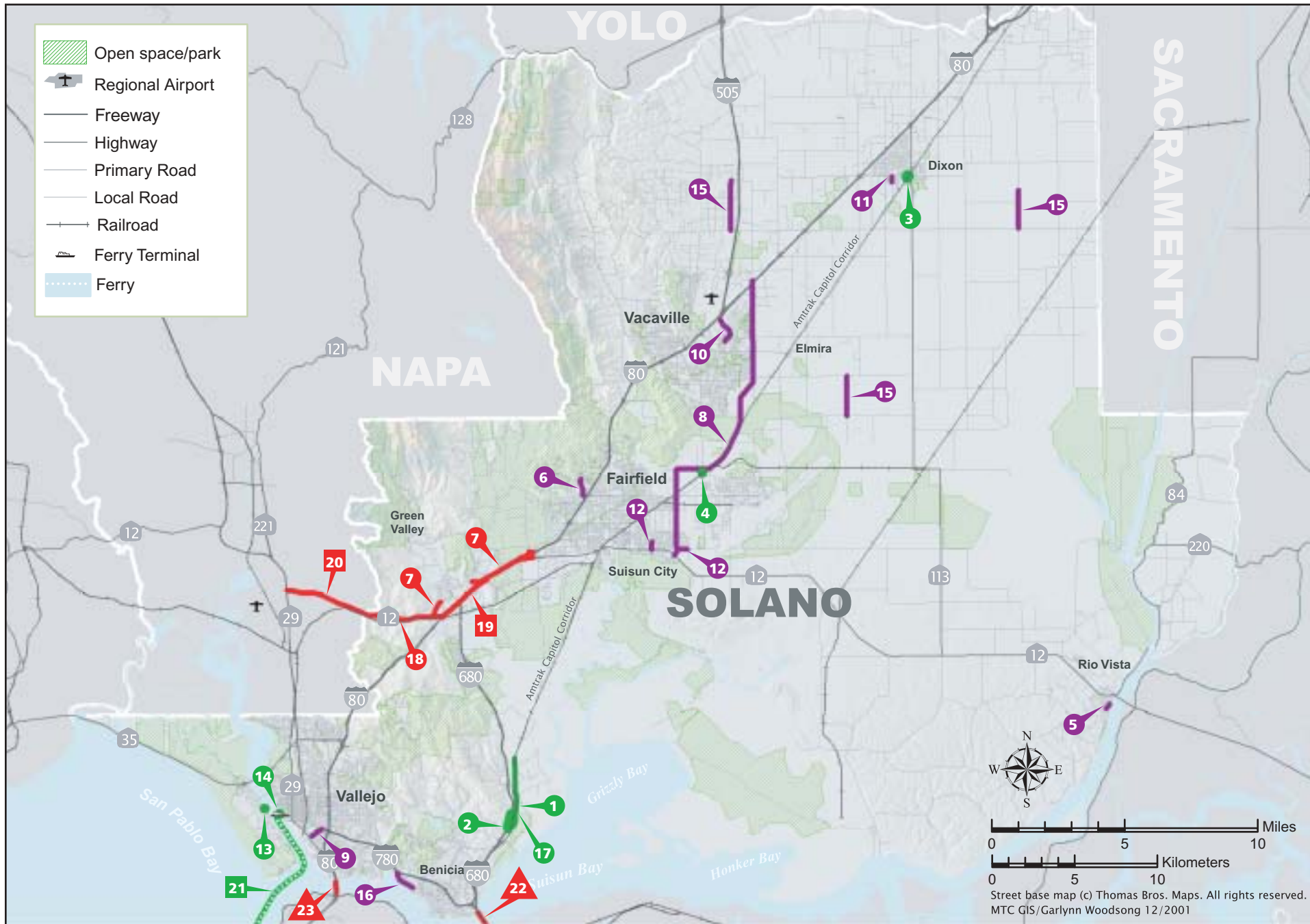
- 19** I-80/I-680/Route 12 Interchange in Fairfield
TCRP Funds: \$13,000,000

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000
(*Not mapped*)
- 20** Route 12 Congestion Relief Improvements Through Jameson Canyon From Route 29 to I-80
TCRP Funds: \$7,000,000
- 21** Vallejo Ferry Service Expansion – Ferry Vessel
TCRP Funds: \$5,000,000

Regional Measure 1 Toll Bridge Projects

- 22** Benicia-Martinez Bridge – New Bridge
RM-1 Funds: \$621,700,000
- 23** Carquinez Bridge – Replace 1927 Span
RM-1 Funds: \$479,800,000





Sonoma County

Proposed 2002 Regional Transportation Improvement Program (RTIP) Projects

Total Projects in 2002 STIP : \$57,919,000

Sonoma County Transportation Authority – Planning, Programming and Monitoring – Sonoma County 2002 RTIP Funds: \$519,000 (*Not mapped*)

- 1** U.S. Highway 101 HOV Lanes From Old Redwood Highway to Rohnert Park Expressway
2002 RTIP Funds: \$4,000,000
Held in Reserve Pending ITIP Funding: \$6,000,000
- 2** U.S. Highway 101 HOV Lanes From Rohnert Park Expressway to Santa Rosa Avenue and Wilfred Avenue Interchange
2002 RTIP Funds: \$39,400,000
- 3** U.S. Highway 101 HOV Lanes From Steele Lane to Windsor Project Development Advance: \$4,000,000
Held in Reserve Pending ITIP Funding: \$6,000,000
- 4** U.S. Highway 101 Marin/Sonoma Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
RTIP 4th Year Share Advance: \$2,200,000

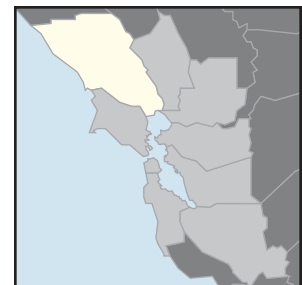
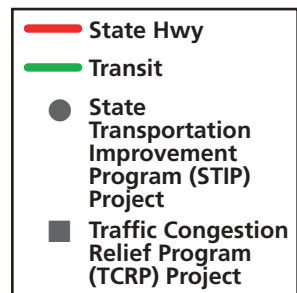
Proposed 2002 Interregional Transportation Improvement Program (ITIP) Projects

- 5** U.S. Highway 101 Marin/Sonoma Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
2002 ITIP Funds: \$11,600,000

Traffic Congestion Relief Program (TCRP) Projects

Low-Emission Buses for Regionwide HOV/Express Bus Service
TCRP Funds: \$40,000,000 (*Not mapped*)

- 6** New Commuter Rail Service – Cloverdale to San Rafael
TCRP Funds: \$37,000,000
- 7** North Coast Railroad Track Repair and Upgrades
TCRP Funds: \$60,000,000
- 8** U.S. Highway 101 HOV Lanes – Steele Lane Interchange
TCRP Funds: \$6,000,000
- 9** U.S. Highway 101 Marin/Sonoma Novato Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
TCRP Funds: \$21,000,000





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Transit Operators

Alameda-Contra Costa Transit District (AC Transit)
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Bay Area Rapid Transit District (BART)
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Eastern Contra Costa Transit Authority (Tri Delta)
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Celia Kupersmith 415.923.2203

Livermore Amador Valley Transit Authority (WHEELS)
Vic Sood 925.455.7555

San Francisco Municipal Railway (Muni)
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Bay Conservation & Development Commission
Will Travis 415.352.3600

Metropolitan Transportation Commission
Steve Heminger 510.464.7810

RIDES for Bay Area Commuters
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Santa Clara Valley Transportation Authority
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Staff Liaison, Ellen Griffin 510.464.7854

MTC Elderly and Disabled Advisory Committee

Janet Abelson, Acting Chair

Staff Liaison, Robert Huang 510.817.3262

MTC Freight Advisory Council

Barry DeArmond, Chair

Staff Liaison, Doug Kimsey 510.464.7794

MTC Minority Citizens Advisory Committee

Dr. Roop Jindal, Chair

Staff Liaison, Catalina Alvarado 510.464.7783

Notes

Front cover photographs: people around table - ©Christopher Springman; ferry- ©Ted Kurihara;
BART train- ©Sharon Hall; bus at Caltrain station- VTA; other photos from MTC archives

Project maps: David Cooper (graphics); Rick Kos, Amy Lee and Garlynn Woodsong (GIS)

About the Maps in This Report

Geographic Information Systems (GIS) are a powerful computer-based set of tools for collecting, storing, retrieving, transforming and displaying spatial data that represent real world features. MTC is a leader in California in the use of GIS technology for transportation planning and analysis.

The transportation projects featured in this report were accurately mapped using data from MTC, Caltrans and other regional partners. The 3-D shaded relief base map was derived from U.S. Geological Survey (USGS) Digital Elevation Model (DEM) data compiled by the Association of Bay Area Governments (ABAG). All other map layers, such as roads, rail, transit lines, ferry terminals, ferry lines, airports, water, parks, city boundaries and county boundaries, come from MTC's regional Thomas Bros. Maps base-map data.



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